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[31]

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MARRIAGE.

On the 14th April, at All Saints Parish Church,

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Aldred, M.A., Chaplain JOHN PIERPOINT, Chief

Warden, Victoria Hotel, Hongkong, to Alice, only

daughter of Frederick Parks, of Wrington.

[1530]

The Daily Press.

HONGKONG OFFICE: 14, DESVEUX ROAD Ct.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th May, 1903.

The announcement made by REUTER in his message of the 22nd instant of an outbreak in Yunnan may be of importance, but it can hardly, we imagine, prove of a very serious character. Rebellions have been more or less chronic in Yunnan during the past half century, and the last great Mahomedan rising taxed the resources of the Imperial Government to suppress it. Nevertheless it was put down, and with remorseless severity. The Imperialist General made a desert and called it peace. Whole districts were laid waste, towns and cities were depopulated and destroyed, and the prosperity of the province set back for at least a generation, if not longer. Wide areas of fertile land went out of cultivation, several industries were lost, the population was decimated, and the survivors impoverished to a degree unprecedented. The memory of that period is not likely to die out. And yet we find a dynastic outbreak now being vigorously engineered in Yunnan. Truly it is strange, but too often the fact that the teachings of adversity and the lessons learned by suffering are alike soon lost or forgotten. The city of Lian-an is in the south-eastern portion of Yunnan, and is probably not more than eighty miles from the Tonkin frontier. It is about half that distance from the city of Mengtsz, the only town in Yunnan open to foreign trade. This place was opened to trade under the stipulations of the additional convention to the French Treaty of Tientsin of the 25th April, 1886, and it is in Mengtsz that the French Consul-

General resides. It is built on a cultivated plateau about twenty miles long by some twelve miles in width, 4,500 feet above the level of the sea, and is surrounded by picturesque and beautiful mountains. It has only about 12,000 inhabitants at the present time, but prior to the Mahomedan rebellion it was a city of much importance. Lian-an is, we believe, only a moderate sized place, but is walled, and the rebels will probably entrench themselves there as it is apparently of some strategic value, being sufficiently near to the head of the navigation of the Red River to enable them to get control of it. The district is a turbulent one, and this is not the first time that the appearance of foreigners in Yunnan has caused a riot. On the 22nd June, 1899, a riot occurred in the place, in the course of which the Customs House and French Consulate were looted. The French Consul naturally feels alarmed at this descent of armed rebels upon his place of residence and views the rebellion with alarm. There are quite a number of foreigners in Mengtsz, and it will no doubt be the next object of attack by the insurgents, who may, however, have the sense to know that any interference with foreigners will speedily recoil on their own heads.

It was agreed between the negotiators of the new British Commercial Treaty with China that in order to meet the loss of revenue on internal trade, which would be entailed by the abolition of the *lekin* system, the Chinese Government should beat liberty to impose a consumption tax on articles of Chinese origin not intended for export. China is ponderously slow over most things, but in the matter of imposing taxation dilatoriness can never be charged against her officials. Already the system which is to take the place of *lekin*, in so far as the internal trade is concerned, is apparently "cut and dried," for from Yangchow comes news of an effort to apply the new system, which, however, has ended, as it deserved to end, in failure. The day when *lekin* will be abolished is some distance off yet. The Powers entitled to most-favoured-nation treatment by China have not yet announced their agreement with the engagements undertaken by Great Britain in Article VIII, and the provisions of the Article cannot come into force next year unless all the Powers have signified their acceptance of these engagements. But the Chinese Government, as we have said, is taking time by the forelock, and has attempted to apply the new system of taxation concurrently with the old. According to the Yangchow correspondent of the *N.C. Daily News*, the officials of that city issued a proclamation a few weeks ago notifying that as the *lekin* was to be abolished, it was therefore necessary to devise some other way of taxing the people, and they accordingly announced the new system, the popular name of which is translated as "Known Contribution"—presumably in humorous contradistinction to *lekin*, the limits of which are often unknown. "The new device," says the correspondent, "proved to be an *ad valorem* duty on just about every article of exchange entering the city gates. An examiner's office was located at each gate; the examiners declared the amount of tax to be paid on each lot of merchandise entering: a bill of the amount was delivered to the purchaser along with his goods and he was required to step round to the Collector's office and pay up. Specific rates were assessed on certain articles, as for instance, pigs, 200 cash, rice, 50 cash per picul, eggs, 40 cash per load." This, the report adds, gave the gate-keepers an opening, and rumour declares that they did a little side business not down on the tax list, such as imposing tax of three cash per load on the coolie who carried the supply of water for the city, and making other little squeezes of a similarly preposterous nature. It did not last long, however. Without making any commotion, the principal shopkeepers simply put up their shutters, and the officials saw that if they persisted every place in the city would close and business be entirely suspended. As indicating that the local officials were acting upon orders received from a superior authority, it is mentioned that the Prefect, when he learnt the temper of the people, went to Nanking, and the following day it was announced that the collection of the tax was suspended until the tenth moon. The new *ad valorem* system, the report says, is looked upon with favour, but it is hardly likely to be tried again in Yangchow, we imagine, until *lekin* is first abolished.

To day, "Empire Day," being proclaimed a public holiday the local banks and most of the business firms are closed. There will be no issue of the *Daily Press* to-morrow.

A Chinese schoolboy was drowned while bathing at Yumati on Friday last. The body was recovered.

The name of Dr. Carol Jusli has been added to the register of medical and surgical practitioners qualified to practice in the Colony.

THE HONGKONG DAILY PRESS, MONDAY, MAY 25th 1903

TELEGRAMS.

REUTER'S SERVICE.

FRANCE.

LONDON, 21st May.
The French Chamber has approved of the Government's policy in ecclesiastical matters.

THE TRANSVAAL.

LONDON, 21st May.

Mr. Brodrick stated that there were at present 33,500 troops in South Africa, 4,000 of which were excessive and would be withdrawn.

In the House of Commons, Mr. Chamberlain said that the revival of the old Transvaal anti-Asiatic law was necessary, pending legislation, owing to public feeling. The law would be enforced leniently and with due regard to educated Asiatics and vested interests of traders.

"ALVA THE GREAT."

On Saturday night "Alva the Great" introduced to the Hongkong public a wonderful set of conjuring tricks and ventriloquial feats. The performance took place in the Theatre Royal. Unfortunately the weather was of a most unpropitious kind. Heavy rain fell for hours before the performance started, but cleared up shortly before nine o'clock and apparently many were tempests out-of-doors thereby, for the Theatre, which had presented a very empty look before the starting-time, was quite well filled shortly after the curtain rose. Alva at once set to work and soon had his audience highly interested in watching his skilful sleight-of-hand. He began by manipulating a billiard-ball and mysteriously producing three others. Then followed card tricks and tricks with coins. His "Miser's Dream" was not very clever; he was able to make one come to his hand from nowhere in particular in a manner to make one feel independent of a falling dollar. This part of the entertainment concluded with an illusion entitled "The Brigand's Box." A young lady attired as an Italian brigand was tied in a sack, which was duly sealed by a member of the audience, and was then placed in a box which was locked and secured with strong rope. A curtain was drawn in front for a period of a little less than ten seconds and presto! when the box was opened the occupant of the sealed sack turned out to be a young fellow who had been rendering stage assistance to Alva a minute before, while the young lady tripped out from the O.P. wings. Mlle. Reux next gave a capital exposition of thought-reading. Blinfold she picked out from among the audience any one or whose person a given article had been secreted and also without being able to see, counted correctly a sum placed on a slate and told what any figure was when indicated to her by mere position. M. de Verville was next placed in a screened enclosure. He was securely bound hand and foot with ropes under the watchful eye of three persons from the audience. Then the screen was pulled across in front of him and almost immediately there came from behind it the sound of someone playing on musical instruments which had been placed on the floor inside the curtain. When the screen was suddenly pulled aside M. de Verville was still bound. This trick was repeated several times and on each occasion the audience was left more mystified than ever. Alva afterwards gave a capital ventriloquial performance. The evening's entertainment ended with a dramatic illusion called "She or Only a Dream." Mlle. Reux in the role of a beggar came on the stage. Simulating sleep; she was transported from her lowly position to that of a well-dressed lady. In her beggar robes she stepped upon a pedestal placed in the centre of the stage. A circular canvas screen was let down over her head and when it was drawn up again she appeared in evening dress. The screen was again lowered; then a fire was seen burning inside it and when it was raised for the second time the lady had disappeared. Alva's show was voted a great success by everyone who witnessed it, and it should prove a big attraction during its run here. To-night and three following nights the performance will be repeated.

LATER.

At the opening of the enlarged Legislative Council of the Transvaal, Sir Arthur Lawley said that besides a diamond mine, which promised to eclipse anything yet discovered, copper and iron mines were likely to be developed on a large scale. The absence of prominent Boers at the meeting was noteworthy.

LIBERALS AND MR. CHAMBERLAIN'S FISCAL POLICY.

LONDON, 22nd May.

Mr. Spencer (Lord Spencer), at the National Liberal Club said that Liberals must unitedly oppose preferential duties.

Mr. Asquith, speaking at Doncaster, said that Mr. Chamberlain's proposal was the first shot in a campaign which must meet the undivided hostility of the Liberal party.

THE "AMERICA" CUP.

LONDON, 22nd May.
In the first trial race *Reliance* beat the *Columbia* by fourteen minutes.

THE NEAR EAST.

LONDON, 22nd May.
Over two hundred Bulgarian officers have lately crossed the Macedonian frontier in command of bands aggregating 2,600 men destined to operate in various districts.

REBEL OUTBREAK IN YUNNAN.

LONDON, 22nd May.

A serious anti-dynastic outbreak has occurred in Yunnan. The rebels have captured the city of Li-nan-fu and the French Consul-General reports the situation to be grave.

POLICE SPORTS.

On Saturday afternoon the prizes were in connection with the Police Recreation Club. The prizes were presented to the winners by Mrs. Lyons, wife of Captain F. W. Lyons, Acting Captain Superintendent of the Hongkong Police. In the billiards handicap the first prize was won by Inspector D. D. Cuthbert, the second by Sergeant McHardy, the third by P.C. Devaney, and the fourth by P.C. Gibson; P.C. Pitt won the prize for the highest break. In the tennis tournament (singles) P.C. Devaney was first for the second year in succession; with Inspector W. L. Ford he won the doubles prize, and in the ladies' nomination P.C. Devaney and Inspector Gourlay, accompanied by Mrs. Williamson and Mrs. Cameron won first honours. In the rifle shooting P.C. Pitt took first prize, P.C. Evans second, P.C. Davies third, and Inspector John Gauld fourth. At the conclusion of the ceremony of the presentation of prizes Mrs. Lyons was presented by Inspector W. Withers with a flower-stand on behalf of the members of the Recreation Club.

BOAT CLUB SMOKER.

Though there was about it a chilling display of formality and shirt-front, the smoking concert held in St. Andrew's Hall on Saturday evening by the Hongkong Boat Club, taken in the abstract, was an enjoyable function, despite a well-developed tendency to be weirdly classical. The orchestra performed capitally under the baton of Mr. G. Grimble, who, we understand, intends to keep its members together with a view to future appearances on the local concert platform, where there are abundant room and a distinct demand for the exercise of good musical talent. All the numbers or the programme were received with heartiness, especially marked in the case of Mr. Burnett who introduced a welcome variation but was unfortunate in his choice of an encore. The programme was as follows:

PART I.

Orchestra, March from *Tannhauser* ... Wagner
Meissel, Mirov, Domnick, Seronets ... Braga
Meissel, Goldring { "The Sea hath" } M. V. White
Meissel, Koenig and { "Die Kapelle" } C. Kreutzer
Wacker, Koenig and { "Die Kapelle" } C. Kreutzer
Meissel, Koenig, "Symphony No. 1,"
Barlow, Godwin, (a) Andante, (b) Allegro con
moto, (c) Allegro con
moto ... Wacker
Chow, Hing, Ki ... Wacker
Wong, Lai, Chan ... Wacker
Sam, Yee, Co ... Wacker
Wong, Cheung, Wa ... Wacker
Sam, Wang, Co ... Wacker
See, Wo ... Wacker

Tak Cheung ... Wacker

KWANGSI FAMINE FUND.

THE SUGGESTED BRIDGE ACROSS THE HARBOUR.

COMMANDER RUMSEY'S VIEWS.
The Hon. R. M. Rumsey, the Harbour Master, concludes his annual report for the year 1902 with the following remarks:

This is probably the last Annual Report of this department which will be signed by me, and being so, I should like to be allowed to make herein a few remarks on the subject of the bridge across the Harbour which I advocated in the Annual Report for 1901.

I have been favoured with information concerning a bridge about to be built across Sydney Harbour, which is 3,000 feet long, and 170 feet above water level. This height is necessary to allow of the passage of ships under the bridge, a requirement not called for in our case, owing to our good fortune in having an entrance at each end of the harbour. The Sydney bridge crosses a portion of the harbour where the depths are from 6 to 12 fathoms, and to carry two lines of railway, two roadways of 30 feet each, and two footways of 12 feet each, so that the deck cannot be less than 120 feet wide, 45 feet wider than our new *Praya*. Tenders have been called for, and so far as my information on that point goes, it seems those received vary between 14 and 12 millions sterling.

Hongkong's need for easy communication between the two sides of the Harbour is, in my opinion, very great, probably greater than that of Sydney. Shipping has increased steadily during the last 20 years from 13 million tons to 21 million tons, entered and cleared. In 20 years also (1881-1901), the population has increased from 160,402 to 283,975. During the last 10 years (the period during which the statistics have been kept in the Harbour Department) cargo, landed and shipped, has increased from 61 million tons to 81 million tons, and the local passenger traffic in junks and launches has risen from 44 million to 72 million.

The cry is for more room—both for inhabitants and for shipping. From a sanitary, economical, and commercial point of view, it is desired. More room for shipping can only be obtained by dredging some of the shallower parts of the harbour, more room for the inhabitants is already at hand on the Kowloon side of the water; I think it would be well if, instead of providing further space for the increasing population by means of reclamations from the water area, already insufficient for the needs of shipping, all reclamations at or about the harbour frontage was prohibited, and Kowloon and the New Territory utilised and developed, a course which cannot be thoroughly carried out until communication is made easy.

Hongkong has arrived at its present state of prosperity principally by reason of its natural advantages, first, its geographical position, and secondly, its excellent harbour. Nothing we can do or leave undone can destroy the former of these advantages, it behoves us, however, to see that it is not rendered ineffective by reason of our reducing the capability of the latter to accommodate the ever-increasing amount of shipping, which has been frequently and truly referred to as "the life-blood of the Colony."

Taking Sydney as a rough guide, I suggest that the cost of such a bridge as I advocate will be amply provided for with \$9,000,000.

The present reported passenger traffic between Hongkong and Kowloon is not less than 8,000,000 annually, which, I suggest, would be increased 50 per cent. by the facilities offered by the bridge to the increased population of Kowloon and the New Territory, for, once the bridge is decided on, the other side of the harbour will begin to increase, and the development will go on side by side with the construction of the bridge. Assuming, then, 9,000,000 passengers annually, and further assuming 25 per cent. of them to be of a class capable of paying a very modest toll of 5 cents and the remaining 75 per cent. to be coolies at 1 cent, this would give an annual income from the bridge toll of \$180,000, which will be 2 per cent. on the suggested cost of \$9,000,000. In addition, there would be a toll on vehicles, animals, etc., the value of which cannot now be estimated, but would be considerable.

I am not prejudiced, possibly other means are forthcoming for securing the desired end. A tunnel has been suggested, and no doubt offers some advantages not possessed by my scheme, but after consideration I am still in favour of the bridge. However, whether the means adopted be bridge, tunnel, or anything else, I submit confidently that easy communication must be had with the Kowloon side unless we are content to spoil our natural harbour, while leaving Kowloon and the New Territory undeveloped.

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HARBOUR MASTER'S REPORT FOR 1902

The report of the Harbour master (Hon. H. Murray Ramsey) for the year 1902 has been issued, and from it we make the following extracts:—

SHIPPING.

The total tonnage entering and clearing during the year 1902 amounted to 21,528,780 tons, being an increase, compared with 1901, of 2,203,395 tons, and the same number in excess of any previous year. There were 51,542 arrivals of 10,783,502 tons, and 51,547 departures of 10,754,278 tons. Of British ocean-going tonnage, 3,010,442 tons entered, and 3,005,148 tons cleared. Of British river steamers 1,775,960 tons entered, and 1,780,235 tons cleared. Of foreign ocean-going tonnage, 3,273,317 tons entered, and 3,238,719 tons cleared. Of foreign river steamers, 35,768 tons entered, 35,960 tons cleared. Of steam launches trading to ports outside the Colony, 37,807 tons cleared. Of junks in foreign trade, 1,623,805 tons entered, and 1,624,344 tons cleared. Of junks in local trade, 916,014 tons entered, and 908,313 tons cleared. Thus—

	per cent.
British ocean-going tonnage	27.94
" river "	16.52
Foreign ocean-going "	30.23
" river "	0.84
Steam launches in local foreign trade	0.91
Junks "	15.04
" "	8.45

100.00

6,192 steamers, 47 sailing vessels, 1,820 steam launches, and 17,978 junks in foreign trade, entered during the year, giving a daily average of 71.2, as against 67.6 in 1901. For European-contracted vessels, the daily average would be 17.1, as against 14.8 in 1901. A comparison of the years 1901 and 1902 for vessels under the British flag shows an increase of 387 ships of 358,148 tons. These figures are, however, misleading, for river steamers are responsible for an increase of 397 ships of 157,539 tons. This leaves a net decrease of 10 ocean-going ships with an increase in tonnage of 200,469 tons. The above increase in river steamers is due to the fact that the one vessel which ran in 1901 and not in 1902 is more than counterbalanced by two which started to run at the end of 1901, and two which started to run at the beginning of 1902. The fall of 10 ocean-going vessels is a genuine decrease, which loses a portion of its significance when we consider the increased size of vessels as evidenced by the increase in tonnage.

For vessels under foreign flags, we find a large increase, viz., 1,267 ships of 1,558,709 tons, of which 301 ships of 93,627 tons are due to river steamers, one new French vessel having started to run in 1902, and another Frenchman having run more often in 1902 than in 1901. The remainder, 956 ships of 1,265,082 tons, is due to—

- An increase of 453 Norwegian ships of 372,021 tons;
- An increase of 186 German ships of 221,619 tons;
- An increase of 169 Chinese ships of 307,897 tons;
- An increase of 150 Japanese ships of 342,668 tons;
- and smaller increases in other nationalities.

A sailing ship under Sarawak colours visited the port during the year; their first appearance in the waters of the Colony.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1902 was 718, of which 350 were British, and 368 foreign. These 718 ships entered 4,047 times, giving a total tonnage entered of 6,284,238 tons. Thus, compared with 1901, 37 more ships entered 477 more times, and gave a total tonnage increased by 725,926 tons.

The 350 British vessels carried 2,659 British officers and 21 foreign officers, as follows:—British, 2,659; German, 2; Norwegian, 2; Swedish, 2; United States, 15. Total, 2,680. Thus the proportion of foreign officers in British ships was 0.78 per cent. comprising four nationalities, a decrease of 0.23 per cent. with an increase of ships.

The 368 foreign ships carried 2,787 officers of whom 293 were British. The proportion of British officers in foreign ships was therefore 10.7 per cent. distributed among six nationalities, an increase of 0.37 per cent. with an increase of ships.

Of the crews of British vessels 17.7 per cent. were British; 0.8 per cent. were other Europeans; and 81.5 per cent. were Asiatics. Of the crews of foreign vessels 1.4 per cent. were British; 24.1 per cent. were other Europeans; 74.5 per cent. were Asiatics. This shows a slight increase of Asiatics, with a corresponding falling off in the proportion of Europeans.

TEA.

It seems hardly necessary to again refer to the fact that the returns under this heading depend for accuracy on the information voluntarily afforded to this department by the masters, and, in some cases, by the agents concerned. While thanking them for their assistance in this matter, I would ask to be allowed to impress upon them how desirable it is that such information should be as reliable as they can make it. The principal features to be remarked in the reported trade of the port for 1902 are—

In Imports reported—

Increases.	Decreases.
In Opium of 61.6 %	In Hemp of 26.5 %
Rice of 32.4 %	Flour of 25.1 %
General of 15.7 %	Bulk Oil of 32.9 %
Coal of 18.4 %	Case Oil of 22.5 %
Sugar of 11.1 %	Cotton of 20.3 %
Timber of 10.7 %	

The increase under this head amounts to 452,476 tons. In exports, there is an increase reported of 126,814 tons. In transit cargo there is an increase reported of 237,82 tons.

The total reported import trade of the port for 1902 amounted to 26,037 vessels of 9,867,486 tons, carrying 6,921,928 tons of cargo of which

4,549,531 tons were discharged at Hongkong. This does not include the number, tonnage or cargo of local trade junks, or steam launches.

Similarly, the export trade from the port was represented by 26,039 vessels of 9,841,96 tons, carrying 3,146,144 tons of cargo, and 564,274 tons of bunker coal.

During the year 1902, 12,461 vessels of European construction, of 16,275,908 tons (not registered), reported having carried 9,198,467 tons of cargo, as follows:—Import cargo, 3,963,463; export cargo, 2,220,867; transit cargo, 2,372,37; bunker coal shipped, 641,740. Total, 9,198,467.

The total number of tons carried was, therefore 55.6 per cent. of the total net register tonnage (or 70.2 per cent. exclusive of river steamers), and was apportioned as follows:—

Imports—British ships, 1,838,871; foreign ships, 2,123,592. Total, 3,963,463.

Exports—British ships, 1,97,077; foreign ships, 1,023,700. Total, 2,220,867.

Transit—British ships, 1,259,439; foreign ships, 1,112,953. Total, 2,372,37.

Bunker coal—British ships, 254,770; foreign ships, 386,970. Total, 641,740. Grand total, 9,198,467.

REVENUE.

The total revenue collected by the harbour department during the year was \$266,765.99, being an increase of \$16,165.60 on the previous year:—

Light Dues	8 66,106.52
Licences and Internal Revenue	55,614.80
Fees of Court and Office	145,644.67

Total... \$266,765.99

STEAM LAUNCHES.

On the 31st December there were 263 steam launches employed in the harbour, of these 137 were licensed for the conveyance of passengers, 123 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military Authorities.

16 steam launches were permitted to carry arms, etc., for their protection against pirates; of these, eleven were previously permitted, and five during this year.

EMBASSY.

71,711 emigrants left Hongkong for various places during the year; of these, 42,778 were carried by British ships and 29,983 by foreign ships; 129,812 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 95,937 were brought in British ships and 33,875 by foreign ships.

REGULATORY OF SHIPPING.

During the year, 4 ships were registered under the provisions of the Imperial Act and 3 certificates were cancelled.

SUNDAY CARGO WORKING.

During the year, 451 permits were issued under the provisions of the Ordinance. Of these, 125 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 56 permits were issued, free of charge, to mail steamers. The revenue collected under this heading was \$44,175; this was \$625 less than in 1901.

ORDINARY OF SHIPPING.

The revenue collected each year since the Ordinance came into force is as follows:—

1892	\$48.0	1893	\$25,925
1893	7,900	1894	21,825
1894	13,375	1895	43,550
1895	11,600	1896	44,890
1897	7,575	1898	44,175

SEAMEN.

19,436 seamen were shipped and 23,499 discharged at the Mercantile Marine Office and on board ships during the year. 212 "distressed seamen" were received during the year. Of these, 68 were sent to the United Kingdom, 5 to Sydney, 2 to Melbourne, 2 to Calcutta, 1 to Aden, 4 obtained employment on shore, 1 went as passenger to Sydney, 43 to Canton, 2 to Singapore, 1 joined the Naval Yard, 2 to the Chinese Customs, 1 the United States Transport, 1 took charge of by the French Consul, 5 dismissed, 1 died at the Government Hospital, 1 remained at the Lunatic Asylum, 3 at the Sailors' Home, and 68 obtained employment. \$2,936.25 were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen, and \$3,913 by the Colony.

MARINE INSPECTOR'S SUB-DEPARTMENT.

The total tonnage of vessels surveyed during the year 1902 amounted to 417,974 tons, an increase of 41,432 tons over tonnage surveyed during 1901. Of this total tonnage, 337,551 tons represent the tonnage of vessels surveyed for passenger certificates; 67,623 the tonnage of vessel for bottom inspection only, and 12,500 the tonnage of licensed launches. The number of licensed launches surveyed in 1902 was 210, a decrease of 23, as compared with the number surveyed in 1901.

The revenue derived from the work of this sub-department amounts to \$10,458.24, an increase of \$3,467.20 over the revenue for 1901.

In view of the fact that the fees for surveys of steamships for passenger certificates having been doubled since 1st November, 1902, it may safely be estimated that the revenue of this sub-department for 1903 will be well over \$30,000.

LIGHT-HOUSEES.

Telegraphic and telephonic communication has been kept up with the Gap Rock, Cape d'Agulha and Waglan Island during the year. From Gap Rock Station, 1,006 vessels have been reported as passing, and in addition 204 messages were received and 3,376 sent, including the daily weather report for the Observatory. Twenty hours and thirty minutes of fog were reported from Gap Rock during the year, and the fog signal gun was fired 129 times, in two occasions the fortnight's relief were delayed by the rough sea. From Cape d'Agulha Station, 1,828 vessels were reported, and in addition 1,112 messages were sent and 12 received.

A cordial vote of thanks was passed to the chairman and directors.

MERCANTILE BANK OF INDIA, LTD.

The tenth annual general meeting of the shareholders of this bank was held last month at Winchester House, Old Broad Street, E.C., under the presidency of Mr. J. A. Maitland, who addressed the meeting in the following terms:—Gentlemen, it is a great pleasure to me to preside over this meeting to-day, but at the same time I regret that our chairman, Sir Alexander Wilson, is not present.

He left for America a short time ago, with the intention of returning by the steamer leaving New York on the 11th inst.; but unfortunately he could not manage it, and he will regret very much not being here to address you. The report and accounts have been in your hands for some time, and you will have had an opportunity of studying them. I will, therefore, with your permission, take them as read. In the report you will find that we have to lament the death of our esteemed colleague Mr. Scott. He was a man of exceptional business capacity, and we shall certainly miss him very much at this board.

With reference to the figures on the liabilities of our accounts, I have pleasure in drawing your attention to the item of current accounts and fixed deposit accounts, standing at £22,010,887. You will have observed that this shows an increase of about £350,000 as compared with a year ago. I am glad to say that on an analysis of these deposits it is shown that there has been a steady and moderate increase at all points. In spite of this substantial increase in our resources, it will be found on a comparison between our paid-up capital, our reserve and our reserve liability, on the one side, and the aggregate of our deposits on the other, that the margin of security offered to our depositors is greater than that of any other similar institution. At the same time we prefer that the growth of our deposits should be slow, gradual and moderate, rather than rapid and spasmodic, as it is not our intention in the slightest degree to depart from our principle of confining the employment of these resources to business of a perfectly safe and liquid character, as with the increased competition in Eastern exchange banking, which has been referred to in other quarters, the difficulties of securing a good share of this class of business will certainly not be lessened in the future. Turning to the other side of the balance sheet, you will observe that the bank's holdings of cash, bullion and other securities stand at about £350,000. Behind this cash and these Government securities, in the first place, come bills receivable. Nearly the whole of these are first-class London acceptances, always running automatically into cash. The next, you will observe, are loans and advances, aggregating £293,000. These three amounts together show a perfectly strong and complete protection for all the liabilities of the bank. The heavy fall and constant fluctuations in silver have resulted in the appointment of a commission to ascertain any measure can possibly be devised to arrive at a fixed exchange on a gold basis in the Straits Settlements. Their report is awaited with considerable interest. In Hongkong and China they are suffering very much from the same trouble, but the difficulties in these places in the way of any solution seem well-nigh insuperable. The net profit of the bank for the year, after providing for all the expenses of the bank, is £10,000.

The position of cotton is a matter of considerable interest. In Hongkong and China they are suffering very much from the same trouble, but the difficulties in these places in the way of any solution seem well-nigh insuperable. The net profit of the bank for the year, after providing for all the expenses of the bank, is £10,000.

THE POSITION OF COTTON.

Cotton, which may be of more interest to your readers, is in a most peculiar position. Whilst glowing accounts of the growing crop in the United States during the spring and summer of last year created a belief in a bumper yield, speculators on the other side of the Atlantic took hold of the article and aided by inclement weather during the autumn and early killing frosts in a great part of the cotton belt, contrived by clever manipulations to drive up prices and to cause a January scare amongst the bears.

Having sold out their holdings they went on the other tack declaring that they had been mistaken in their estimate of the crop and advising their friends to sell. They were however met by several determined bull cliques who, taking advantage of the slow movement of the crop, owing partly to heavy rains and inundations in the cotton states, and of the lateness of the new season's planting from the same causes, put prices up against them.

The statistical position of the article is without doubt an uncommonly strong one, but more cotton has been coming forward from the interior within the last month and the size of the crop seems still an open question, the estimates ranging from 10 to 11 million bales; and as much will depend upon the development of the new crop, the future course of prices must remain a matter of opinion.

One thing, however, is certain that the struggle between bulls and bears in the United States and the violent and sudden fluctuations in values resulting therefrom are proving highly detrimental to the spinning trade all over

NEW ADVERTISEMENTS

TO LET.

A ROOM in a Fully Furnished House at the Peak. One Gentleman required to make up a Mess of Four. Tennis Court and Garden. Apply—

A. 17.
Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

WANTED.

There is a vacancy in the Government Civil Medical Department for an EUROPEAN WARDMASTER.

Salary, £c. £110 a year, rising by triennial increments of £20 to £150 a year, with uniform and free furnished bachelor's quarters.

Applications, with certificate of character, &c., should be sent to the PRINCIPAL CIVIL MEDICAL OFFICER, at the GOVERNMENT CIVIL HOSPITAL, not later than NOON of the 30TH INSTANT.

The candidate selected must be a bachelor and under 35 years of age.

Hongkong, 23rd May, 1903. [1528]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on TUESDAY, the 2nd day of JUNE, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land below Mount Kellie Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registration No.	Locality.	Boundary Measurements.	Contents.	Annual Rent.	Useful Period.	S.			
							N.	E.	S.	W.
1	No. 114	Mount Kellie Road	225 225 110 110	24,750	42	2,970				

IMPERIAL GERMAN MAIL LINE, FOR SHANGHAI, NAGASAKI, HIAGO AND YOKOHAMA.

THE Imperial German Mail Steamship "ROON,"

OF THE NORDDEUTSCHER LLOYD, Captain G. Meiners, who are here with the outward German Mail about WEDNESDAY, the 27th inst., a.m., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 25th May, 1903. [1524]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "KUMSANG."

Captain Baller, will be despatched as above on SATURDAY, 30th inst., at NOON.

For Freight or Passage, apply to JARDINE, MATHEWS & CO., General Managers.

Hongkong, 23rd May, 1903. [1524]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENLOMOND," FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 6th June or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd May, 1903. [1525]

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY AND PRIORY will be held at the FREEMASONS' HALL, TO-MORROW (TUESDAY), the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 23rd May, 1903. [1516]

EQUITABLE LIFE

HENRY B. HYE, Founder.

"STRONGEST IN THE WORLD." An Equitable policy contains everything that is desirable in life insurance, contrast. Notwithstanding the superiority, the rates are no higher than other companies. Write for information.

F. KIDNEY, Manager.

Hongkong, 21st May, 1903. [1493]

ENTERTAINMENTS

THEATRE ROYAL, CITY HALL.

FOR A SHORT SEASON TO-NIGHT (MONDAY), the 25th MAY, 1903.

THE TRIPLE ALLIANCE.

The Success of the Season: ALVA THE GREAT, Premier Modern American Magician, Ventriloquist and Hypnotist.

Supported by MUSLE REUX, THE PARISIENNE THOUGHT-READER, THE GIRL WITH BLACK HAIR, A PSYCHOLOGICAL PHENOMENON OF THE 20TH CENTURY.

AND M. DE VARVILLE.

The Famous Spiritualistic Medium in modern American Magic presenting THE BRIGANDS' BOX A SIMILAR SEANCE.

The Dramatic Illusion "SHE: or, Only a Dream," in which a lady is consumed in flames and all the latest novelties in the MODERN AMERICAN MAGIC.

POPULAR PRICES—\$3, 2, and 1.

Places at Robinson's and Seats can be booked from 9 A.M. to 4.30 P.M.

On account of Monday being a public holiday, the Box Office will be open at the Theatre from 9 A.M. to 5 P.M.

Doors open at 8 P.M. Overture at 9 P.M.

Under the direction of E. J. CHARD.

Hongkong, 25th May, 1903. [1526]

NOTE E!!!

FAMOUS JAPANESE ROYAL TROUPE OF ACROBATS AND YOUNG GIRLS

WILL give PERFORMANCES at PRAYA CENTRAL (opposite the Central Market), From the 19th inst., for two weeks only.

WONDERFUL ACTS AND DANCES IN WATER.

PRICES OF ADMISSION: 1st Class \$2.00, 2nd 1.00, 3rd 0.50.

Day Time—1.30 to 5.30 P.M., Night Time—7.30 to 11.30 P.M.

Hongkong, 19th May, 1903. [1470]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

INSURANCE HOLIDAY.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business TO-DAY (MONDAY), the 25th inst. By Order:

W. HUTTON POTTS, Secretary.

Hongkong, 22nd May, 1903. [1507]

BANK HOLIDAY.

IN Accordance with Government Notification No. 308, the Undersigned Banks will be closed for the transaction of Public Business TO-DAY (MONDAY), the 25th instant.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. P. COCHRANE, Acting Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

H. PINCKNEY, Acting Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

EVAN ORMISTON, Acting Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

G. MAYER, Acting Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI, Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER, Manager.

For the DEUTSCH-ASIASTISCHE BANK.

H. FIGGE, Manager.

For the PRO. RUSSO-CHINESE BANK.

BANK OF SOUTH CHINA.

J. W. R. TAYLOR, Managing Director.

For the GUARANTY TRUST COMPANY OF NEW YORK.

E. F. GROS, Acting Manager.

BANK OF SOUTH CHINA.

CHAS. R. SCOTT, Manager.

Hongkong, 19th May, 1903. [1490]

GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1903-4 will be open to inspection at the COMPANY'S OFFICE, No. 4, QUEEN'S BUILDINGS, on SATURDAY, the 6th JUNE, at NOON.

J. WHEELEY, General Manager.

Hongkong, 22nd May, 1903. [1511]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGIE TEAR, Supreme Court, to Sell by Public Auction, For Account of the Estate of the late F. O. EDLIN.

TO-MORROW (TUESDAY), the 26th MAY, 1903, at 2.30 P.M., at their SALIS ROOMS, No. 8, Des Voeux Road, Corner of Ico House Street.

SUNDAY HOUSEHOLD AND EFFECTS, comprising TRAVELLING TRUNKS, BOOKS, CLOTHING, &c., &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 23rd May, 1903. [1514]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED.

TO-MORROW (TUESDAY), the 26th MAY, 1903, at 2.30 P.M., at their SALIS ROOMS, No. 8, Des Voeux Road, Corner of Ico House Street.

SUNDAY HOUSEHOLD FURNITURE: Also

ONE YOST TYPEWRITER, Twelve Rolls, JAPANESE WALL PAPER, and One NEW 12-HOLE FOWLING PIECE by L. C. Smith, New York. (In Good Order and Condition).

TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 23rd May, 1903. [1515]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the OFFICES of the COMPANY, on THURSDAY, the 28th inst., at Eleven o'clock in the Forenoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1902.

The REGISTER of SHARES will be CLOSED from FRIDAY, the 22nd instant, until SATURDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares will be registered.

By Order,

A. H. MANCELL, Secretary, Hongkong, 15th May, 1903. [1441]

CHINA LIGHT AND POWER COMPANY, LIMITED.

THE Undersigned Agents of above Company are prepared to accept First Class Foreign and Chinese Risks at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [113]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents, Hongkong, 21st April, 1897. [113]

NORTHERN ASSURANCE CO.

NOTICE IS HEREBY GIVEN that the EIGHTEEN ANNUAL GENERAL MEETING of the Company will be held at the OFFICES of the COMPANY, on THURSDAY, the 28th inst., at Eleven o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1903, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 29th inst., both days inclusive.

SHEWAN, TOME & CO., General Managers.

Hongkong, 18th May, 1903. [1466]</p

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PELEUS"	On 27th May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL	"OUPACK"	On 9th June.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.

HOMEWARDS.

TO	STEAMERS	TO SAIL
LONDON	"PATROCLES"	On 25th May.
LONDON	"CALCHAS"	On 4th June.
LIVERPOOL VIA GENOA	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"OUPACK"	On 14th July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

TO	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 17th June.
The S.S. "PELEUS" left Singapore on the 24th inst., and is due here on the 27th inst.		
The S.S. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

Hongkong, 25th May, 1903.

CHINA NAVIGATION CO.
LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"SHANST"	On 25th May.
SHANGHAI	"WHAMPOA"	On 26th May.
CEBU and ILOILO	"KAIFONG"	On 26th May.
CHEFOO and TIENSIN	"NANCHANG"	On 1st June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 23rd May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
ZIETEN	27th May	11th June	25th June	9th July	23rd July
STUTTGART					
ROON					
PREUSSEN					
HAMBURG					
PRINZ HEINRICH					
SACHSEN					
KIAUTSCHOU					
BAVARIA					

Steamers of the Hamburg-American Line. Calling at Amsterdam.

ON WEDNESDAY, the 27th day of May, 1903, at NOON, the Steamer "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 25th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th May, and Parcels will be received at the Agency's Office until NOON on THURSDAY, the 26th May.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50, and Parcels should not exceed Two Foot Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Liner can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th May, 1903.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
* SHAWMUT	W. M. Smith	9,606	May 30th
OLYMPIA	J. Truebridge	2,837	June 24th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

Hongkong, 14th May, 1903.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR JESSELTON, KUDAT AND SANDAKAN.

Taking cargo at through rates to TAWAO, LAHAD DATU AND LABUAN.

THE Company's Steamship.

"BOBNEO,"

Captain Muhl, will be ready to load for the above ports on WEDNESDAY MORNING,

the 27th instant.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 21st May, 1903. [1491]

THE EAST ASIATIC COMPANY,

LIMITED.

FOR SHANGHAI AND HANKOW.

THE Danish Steamer

"PRINSESSE MARIE,"

Captain Borenson, will leave for the above ports on or about WEDNESDAY, the 27th

instant.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 21st May, 1903. [1492]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT—POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DILBOU, EGYPT,

MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

ALSO PORTS OF BRAZIL AND RIVER PLATE.

O N TUESDAY, the 2nd June, 1903, at

11 A.M., the Company's Steamship

"SALAZIE," Captain Auber, with Mail

Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call,

WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON

on Monday, the 1st June. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 22nd May, 1903. [1493]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"EMPIRE,"

Captain Helm, will be despatched as above on WEDNESDAY, the 3rd June.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

POST OFFICE NOTICES.

Inward Parcels by s.s. *Chusan* are now ready for delivery.
The *Reen*, with the German Mail of the 25th April, left Singapore on Friday, the 22nd inst., at 4 p.m., and may be expected here on or Wednesday, the 27th inst., at daylight.
To-day, the 26th inst., having been declared a public holiday, the Post Office will be open for one hour only, i.e., from 8 a.m., to 9 a.m. There will be a delivery at 9 a.m., and a clearance from the whole of the Pillar Boxes as on Sunday. The Night Box will be kept open. The Money Order Office will be entirely closed.

MAILS WILL CLOSE.

PORT	PER	DATE
Tedarton	Monday	25th, 9.00 A.M.
Hud	Monday	25th, 9.00 A.M.
Hankow	Monday	25th, 9.00 A.M.
Hongkong	Monday	25th, 9.00 A.M.
Taipeh	Monday	25th, 9.00 A.M.
Kiahsien	Monday	25th, 9.00 A.M.
Sawien	Monday	25th, 9.00 A.M.
Shantou	Monday	25th, 9.00 A.M.
Phra Chom Kiao	Tuesday	26th, 10.00 A.M.
Haitan	Tuesday	26th, 11.00 A.M.
Bentong	Tuesday	26th, 11.00 A.M.
Kajang	Tuesday	26th, 11.00 A.M.
Anura	Tuesday	26th, 11.00 A.M.
Chusenay	Tuesday	26th, 3.00 P.M.
Chonging	Tuesday	26th, 3.00 P.M.
Whampton	Tuesday	26th, 4.00 P.M.

TO-DAY.

Japanese Acrobats, Praya (opposite the Central Market), 1.30 and 8.30 p.m.
Performance, Theatre Royal, 9 p.m.

TO-MORROW.

Sale, Goods and Effects, &c., Sales Rooms, Mores, Hughes & Tong, 2.30 p.m.
Regular Meeting of the Victoria Preseptory and Priory, Freemasons' Hall, 8.30 for 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

23rd May.

ON LONDON.—	Telegraphic Transfer	18.7
	Bank Bills, on demand	18.81
	Bank Bills, at 30 days' sight	18.84
	Bank Bills, at 4 months' sight	18.87
	Credits, at 4 months' sight	18.87
	Documentary Bills, 4 months' sight	18.87
ON PARIS.—	Bank Bills, on demand	21.2
	Credits, at 4 months' sight	21.6
ON GERMANY.—	Cu demand	17.21
ON NEW YORK.—	Bank Bills, on demand	41.1
	Credit, 60 days' sight	41.1
ON HOMA.—	Telegraphic Transfer	12.91
	Bank, on demand	12.96
ON CALCUTTA.—	Telegraphic Transfer	12.91
	Bank, on demand	12.96
ON SHANGHAI.—	Bank, on demand	7.14
	Private, 30 days' sight	7.14
ON YOKOHAMA.—	On demand	82.4
ON MANILA.—	On demand	Par.
ON SINGAPORE.—	On demand	Nominal.
ON BATAVIA.—	On demand	102
ON HAIKONG.—	On demand	24 p.c. pm.
ON SAIGON.—	On demand	2 p.c. pm.
ON BANGKOK.—	On demand	62
	8 VELLONS, Bank's Buying Rate	81.80
	G 10 LEAF, 100 lbs., per ton	56.165
	2 SILVER, per oz.	24.5

OPTION.

22nd May.

Quotations are:— Allowance net to 1 cent.	
Malwa New	to \$1070 per picul.
Malwa Old	to \$1040
Malwa Old	to \$1030
Malwa Old	to \$1030
Malwa V. Old	to \$1070
Perian Extra fine	to —
Fata New	to \$1012, to — per chest.
Fata Old	to \$1012
Banera New	to \$1012, to —
Banera Old	to \$1012

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 8.30 p.m. on the 23rd inst., and left again at 6 a.m. on the 24th inst. for Hongkong, where she is due to arrive at 3 p.m. to-morrow.

THE GERMAN MAIL.

The Imperial German multi steamer *Zieten* left Shanghai on the 24th inst., at 5 a.m., and may be expected here to-morrow, at 3 p.m.

The Imperial German mail steamer *Reon* left Singapore on the 22nd inst., at 4 p.m., and may be expected here on the 27th inst., at daylight.

THE INDIAN MAIL.

The steamer *Cathay*, from Calcutta, left Singapore for this port on the 19th inst., p.m.

The Indo-China steamer *Nansung* left Calcutta for this port via the Straits, on the 17th inst., and is expected here on the 2nd prox.

MERCHANT STEAMERS.

The steamer *Princess Marie* left Singapore on the 19th inst., and may be expected here to-day.

The steamer *Zapiro* left Manila on the 23rd inst., a.m., and is due here to-day at 1 p.m.

The O.S.S. steamer *Peleus* left Singapore on the 22nd inst., a.m., and is due here on the 27th inst.

The P. & O. steamer *Manila* left Singapore for this port on the 22nd inst., at 3 p.m.

The C.N. steamer *Nanchang* left Tientsin for this port via Chefoo on the 14th inst.

The steamer *Cambridge* left Haiphong on the 24th inst.

The Boston Tow Boat Co.'s steamer *Pleiades* left Vladivostock for Taku on the 4th inst.

The N.P. steamer *Victoria* arrived at Yokohama on the 23rd inst., and is due here on the 3rd prox.

The Boston Tow Boat Co.'s steamer *Lyra* left Victoria for Vladivostock, Port Arthur, Dalny and Taku on the 6th inst.

The C.N. steamer *Chingtu*, from Australia, ports, left Sydney on the 13th inst., and is due here on the 5th prox.

The Boston Steamship Co.'s steamer *Tremont* left Victoria, B.C., for Yokohama on the 11th inst.

The C.M. steamer *Quosa* left Tucumon on the 14th inst. for Kobe and Hongkong.

The N.P. steamer *Olympia* left Tucumon for Yokohama on the 16th inst., p.m.

STEAMERS PASSED THE CANAL.

April 14th—*Rasilia*, 21st—*Benedict*, *Nester*, *4th*, *Eelmanns*, *Ararus*, 28th—*Annam*, *Indonesia*, *4th*, *Reiders Hocken*, 1st May—*Trieste*, *Marina*, 4th—*Room*, 8th—*Annam*, *Oppach*, *Mackay*, *Banerjee*, *Kish*, *Seneca*, 1st—*Ceylon*, *Ernest Simon*, *Tenca*, *Dunbar*, *Tlemachus*, *Volde*, *mar*, 19th—*Clarence*, *India*, *Java*, *An-*

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Cannagey Road,
Hongkong, 15th June, 1903.

NOTICES OF FIRMS

I ON MARINE AND FIRE INSURANCE COMPANY, LIMITED.

NO NOTICE IS HEREBY GIVEN that M. LEUNG & WAN-KWAN has ceased to be a JOINT PERMANENT SECRETARY of the Company.

By Order of the Board,
CHAN SHU-MING,
Permanent Secretary,
Hongkong, 19th May, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. 924

CHINESE AMERICAN COMMERCIAL COMPANY.

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD, Central, Hongkong, 1st May, 1903. 1321

NOTICE.

AFTER the 25th MAY, 1903, I, FOO QUAI SUN, of the firm of SON LOY CHAN, SING KEE & CO., situated in No. 4, Victoria Street, next to Central Market, do hereby agree to sell my share of One Thousand Dollars (\$1,000) to LI CHUEN TONG.

Accounts of all debts caused by me on behalf of the Firm must be forwarded to the above Office before the above named date; if later, they will not be recognised.

Also, I, FOO QUAI SUN, hereby notify that I have lost my Share-book. If the same be presented to the above named Company's Office after the 25th inst., it will not be recognised.

JOHNSON, STOKES & MASTER, Solicitors for the Applicant.

8, Des Voeux Road Central, Hongkong.

10 QUAI SUN. 1482

Hongkong, 18th May, 1903.

1482

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

Hongkong, 22nd May.

COMPANY PAID UP QUOTATIONS.

Banks—

Hongkong & Shanghai

\$125 \$670, sellers

London \$203.

Nat'l. Bank of China

A. Shares

\$26, buyers

S. G. buyers

Four Shares

\$21, sellers

Bell's Asbestos E. A.

\$21, buyers

Cantop. & Co.

\$10, sellers

China-Torres Co., Ltd.

\$12, sellers

China Light & Power Co., Ltd.

\$20, \$8.

China Prov. & M.

\$10, \$305, buyers

China Sugar

\$100 \$106.

Cigar Companies

\$600 \$360, sellers

A. Ambrose, Ltd.

\$100 \$18.

Cotton Mills—

Tls. 100 Tls. 38, sellers

Internationals

Tls. 73 Tls. 39, sellers

Lau Kung Blow

Tls. 100 Tls. 45.

Soyeon

Tls. 100 Tls. 45.

Arrivals

\$10 \$114, buyers